

INTERAGENCY AGREEMENT
Between
OFFICE OF AIRCRAFT SERVICES
NATIONAL PARK SERVICE
And
U.S. FISH AND WILDLIFE SERVICE

This is an Interagency Agreement between the Regional Directors of the U.S. Fish and Wildlife Service (FWS), the National Park Service (NPS) and the Director, Office of Aircraft Services (OAS), to find a replacement aircraft for Department of the Interior (DOI) owned Piper PA-18 Super Cub aircraft. This replacement aircraft would need to meet mission requirements of the FWS and NPS that are currently only met by the Super Cub when operated at 10 percent over the certificated gross weight.

Whereas, the geographic and climactic conditions in Alaska, coupled with vast distances and a sparse population, often create situations where Super Cub aircraft presently owned by the DOI are not capable of furnishing the transportation necessary to within certificated limits, and

Whereas, the DOI has the responsibility for protection and management of natural resources on certain Federal lands within the State of Alaska and aviation management activities, and

Whereas, the DOI Director of Operations concurs with the Director, OAS, to authorize that Piper PA-18 Super Cubs on floats, wheels, skis, and wheel/skis owned by the DOI may be temporarily operated at gross weights up to 1,936 pounds while a replacement aircraft is being sought. This is approximately 110 percent of the maximum certificated gross takeoff weight (1,750 pounds on wheels; 1,760 on floats). In addition, at 1,936 pounds, the center of gravity range will be 15.3 to 20.0 inches aft of the wing leading edge.

Therefore, the undersigned agree to the following:

A. Limitations and Requirements.

1. These aircraft shall not be operated in any manner which will endanger public, life or property. The operator shall adjust the takeoff weight to provide a safe margin of performance for the existence operating conditions, considering the takeoff area, altitude, temperature, and terrain.
2. Excessive wing loading maneuvers, moderate to severe turbulence, and rough terrain landings shall be avoided.
3. All DOI aircraft operated in Alaska under this PA-18-150 exemption, will undergo an intensive annual inspection by the OAS, Division of Aircraft Maintenance, at the Anchorage maintenance facility each 12 months. Included in the OAS Annual Inspection will be those areas noted in the A11 Phases Engineering Report and the normal OAS PA-18-150 Annual Inspection sheets.

4. Each Interior Super Cub pilot in Alaska shall be fully informed by their respective DOI organizations of the contents of this program not later than October 15, 1994. Each pilot will be informed of the results of the test flight program when it is completed.

5. A copy of this authorization shall be maintained within the aircraft's weight and balance information.

B. Test Flight Program. A practical test flight program for the PA-18 will be designed and flown. The purpose of this program will be to validate empirically the DOI operating parameters routinely utilized in the Super Cub. This confirmation of existing limitations is expected to be completed by field season 1995. The cost of this process will be approximately \$20,000.000 to be shared equally by the FWS and the NPS.

C. Replacement Effort. An aggressive alternative aircraft evaluation program will begin during Fiscal Year 1995. This is an attempt to find an alternative aircraft better suited to agency mission requirements. Aircraft will be evaluated to determine their suitability for DOI use. Aircraft may be leased or purchased for evaluation if determined appropriate within the scope of the project plan.

D. Project Planning. The success and timelessness of this project hinges on thorough careful planning, through a documented project plan, documented results and evaluation. This needs to be accomplished and directed by a committed, undistracted project manager. The project plan will be outlined and provided oversight and direction by the FWS Aviation Manager, NPS Aviation Manager and by OAS representatives. This oversight group will provide initial insight, input, and feedback as well as direction and evaluation to the project manager.

E. Project Management. The project will be under the direction of a project manager mutually chosen by all three principals and assigned from existing NPS or FWS staff. Project operating costs, including any travel reimbursements, will come from the funding listed under F. Project Funding and Evaluation Standards.

F. Project Funding and Evaluation Standards. Current aircraft that have been identified to come close to the parameters needed in an alternate aircraft are: Maule, Husky, Scout, and Mountain Goat. In addition to the funding designated under "B" above, agency funds up to but not exceeding \$50,000 (to be shared equally between the FWS and the NPS) will not be used for evaluating alternate aircraft and project manager costs. The evaluation standards will be applied equally to only those aircraft and project manager costs. The evaluation standards will be applied equally to only those aircraft identified by the FWS, NPS, and OAS oversight group as having a reasonable expectation that certificated operating limits of the aircraft will meet or exceed identified agency needs. This will provide an objective evaluation specifically desired characteristics for FWS and NPS missions. Since information from manufacture's data and DOI pilot experience is available and applicable to the test criteria, the flight testing required for the selected aircraft may vary and will be recommended by the project manager and approved by the oversight group. If a manufacturing

modifies a current aircraft to make it more suitable for agency missions, that aircraft will be further evaluated.

The project may be funded in three different ways: 1) up-front funding from NPS and/or NPS and/or FWS (as anticipated in the above paragraph) 2) temporary use of the OAS Piper Super Cub replacement reserve funds (\$147,000 currently available) ; or 3) a combination of these methods. The FWS will use Option 1. If NPS provisions apply:

1. The OAS will (beginning October 1, 1995) begin recovery of any replacement reserves agreed to in advance to be used for the project by NPS. The replacement reserve monthly charge for each PA-18 aircraft will be raised sufficient to recover the total estimated cost of the project over a 5-year period.
2. Should NPS choose, the remaining share of any aircraft's contribution to the project may be bought out in whole or in part with project funding. Such buy-out will eliminate or reduce proportionately the monthly additional charge for replenishing the reserve.
3. Should at the end of the project, any funds remain available for further expenditure, such balances shall be returned to the replacement reserve accounts of the aircraft from which originally withdrawn, in direct proportion to the amounts withdrawn.

G. Expiration. This over gross weight operating authority is temporary and will expire when a suitable replacement aircraft is determined and the PA-18 is replaced. Every attempt will be made to determine a suitable replacement aircraft by December 1996. Funding and replacement time may affect the eventual replacement of the DOI Alaska fleet of PA-18's.

H. Previous Agreements. This Agreement rescinds all previous agreements and waivers relating to Super Cub gross Weight.

I. Termination. This Interagency Agreement may be terminated by any party with a 30-day advance written notice to the other principals. Termination will not absolve any party from fulfilling project obligations made prior to termination.

/s/ ???

Regional Director, Region 7
U.S. Fish and Wildlife Service

Date: 11/1/94

/s/???

Regional Director, Alaska
National Park Service

Date: 12/27/94

/s/ Elmer J Hurd
Director

Office of Aircraft Services

Date: 1/3/95